

SECTION II
NAVIGATION PUBLICATIONS

NM 45/00

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME V	Ed 2000	NEW EDITION
(USCG)		45/00

VOLUME VI	Ed 2000	LAST NM 33/00
Page xxv: Delete Radiobeacon:		

BARBERS POINT

(USCG)		45/00
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SAILING DIRECTIONS CORRECTIONS

PUB 132	9 Ed 2000	LAST NM 39/00
Page 54—Line 12/L; insert after:		

The port of Antalya includes all the waters N of a line drawn from Taslik Burnu (36°13'N., 30°25'E.) to a position on the shore 5.25 miles ESE of Selimiye Light (36°46'N., 31°23'E.), 62 miles NE.

(BA 27/00)		45/00
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Page 54—Lines 47 to 51/L; read:

Anchorage.—Off the commercial harbor an anchorage designated for merchant vessels and foreign warships is centered about 0.6 mile SE of the S breakwater.

A designated explosives anchorage is located about 1 mile SSE of Sican Adasi. The limits are defined by a line drawn between the following positions:

- a. 36°47.0'N, 30°35.0'E.
- b. 36°47.6'N, 30°35.3'E.
- c. 36°47.6'N, 30°36.0'E.
- d. 36°47.0'N, 30°36.7'E.

A designated long term anchorage is centered about 1 mile SSW of Antalya.

(BA 27/00)		45/00
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PUB 146	7 Ed 2000	LAST NM 38/00
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Page 185—Lines 45 to 46/L; read:
Sea" apply.

Vessel Traffic Services Zone.—A voluntary Vessel Traffic Services Zone has been established in the Strait of Belle Isle. Vessels required to comply with the Vessel Traffic Services Zone Regulations (see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, North Sea, Baltic Sea, and the Mediterranean Sea for further information) are requested to participate in the system. The boundaries of this system can best be seen on the chart.

The system can be contacted on VHF channel 14 using call sign "Belle Isle Traffic." Calling-in-points can best be seen on the chart.

Winds—Weather.—During the summer, dense fogs prevail

(US CH 14415; Can NM 5/00, Section 3)		45/00
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PUB 162	4 Ed 1996	LAST NM 37/00
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Page 243—Lines 32 to 33/R; read:

Anchorage.—The bay provides poor anchorage in the various small bays due to the great depths. The quarantine anchorage and the recommended anchorage lie near the head of Sarangani Bay, in positions best seen on the chart. Anchorage may also be found off the mouth of the Siloway River. These anchorages are located near the edge of the deep water shelf and local area knowledge is recommended for anchoring. The W shore of the bay

(BA NP 33, Supp. 11/00)		45/00
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Page 312—Line 30/L; insert after:

Caution.—A wreck, dangerous to navigation, reported 1997, lies in position 6°53'N, 122°03'E, close E of Little Santa Cruz Island.

(BA NP 33, Supp. 11/00)		45/00
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PUB 175	6 Ed 1994	LAST NM 40/00
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Page 12—Line 53/R to Page 13—Line 8/L; read:

Bing Bong—Offshore Bulk Cargo Loading Berths.—Bing Bong anchorage area lies N of West Island (15°35'S., 136°33'E.). Anchorage BB1, the inner anchorage, lies in position 15°26.5'S, 136°23.8'E while Anchorage BB2, the inner anchorage, lies in position 15°25.3'S, 136°31.0'E. Both anchor berths are in a depth of about 12m with good holding ground. Vessels use the starboard anchor.

Vessels of up to 46,000 dwt are allowed to load partially, and vessels of 28,000 dwt load a full cargo of zinc/lead concentrate that is transported by a very large barge (3,300 dwt) from Bing Bong (15°36'S., 136°24'E.).

Tides and currents.—During local springs, low tides can cause delays of about 4 hours for the barge to leave the shore loading berth.

Winds and weather.—Frequent dense morning fog reduces visibility to less than 100m at the anchorage; this occurs mostly in winter, between June and September, and which cause delays of up to 5 hours.

Directions.—Bing Bong Anchorage BB2 is approached from position 15°20'S, 136°32'E; from this position steer S for 3 miles and anchor 16.5 miles NNE of Bing Bong Light (15°38'S., 136°23'E.) by keeping E of of a 9.3m shoal.

Anchorage BB1 is approached from position 15°20'S, 136°32'E; from this position steer S for 4.5 miles by keeping E of the 9.8m patch, then alter course to 216° and steer on it for 2 miles until in position to drop the starboard anchor 13.25 miles NE of the light.

At the anchorage, vessels are required to maintain a freeboard of 9.5m at all times before, during, and at completion of loading. This freeboard is measured to the height above the bulwark or the hatch coaming, whichever is higher.

Pilotage.—Although not compulsory, pilots are available from (about 600 miles) Darwin, the Torres Strait, or they can

PUB 175 (Continued)

be flown in from other ports and board from the barge. Pilot arrangement should be made with the port of contact.

Port clearance, customs, and quarantine formalities are handled by the Master or the Chief Officer of the barge. There are no medical facilities at Bing Bong; emergency cases may be airlifted to Darwin, 600 miles away.

(BA NM 37/00) 45/00

Page 13—Graphic; strike out.

(NIMA) 45/00

PUB 191 8 Ed 1996 LAST NM 43/00

Page 24—Lines 45 to 57/L; read:

Langstone Point and Straight Point, about 3 miles NE. The town fronts the shore on the E side of the entrance to the River Exe. It is approached through a narrow channel, which is fronted by a bar with a least depth of 0.3m. Numerous drying shoals and sand banks obstruct the entrance. The channel, which is subject to frequent change, is buoyed and lies close to the N shore.

The harbor is only used by small craft and is closed to commercial shipping. Prior to closure, vessels up to 3,200 dwt, 88m in length, and 5.1m draft could be handled at HWS.

The river leads to the entrance of the Exeter Canal, 3 miles above the town. The canal is 5 miles long and is entered through a lock. It can be used by small craft up to 350 tons, 37m in length, 7.9m beam, 11m vertical clearance, and 3m draft.

Holy Trinity Church, with a tower and flagstaff, and Catholic Church, with a green spire, stand in the W part of the town and are prominent.

Caution.—Dawlish Rock, with a least depth of 2.1m, lies about 0.5 mile E of the town of Dawlish, 0.8 mile SSW of Langstone Point. A submarine pipeline extends from the shore in the vicinity of this rock.

(BA NP 27) 45/00

Page 24—Lines 1 to 18/R; strike out.

(NIMA) 45/00

Page 74—Lines 43 to 54/L; read:

its W side. A number of white quarries lie on its E side. Fort du Roule stands on the summit of the cliff, about 1.5 miles S of the entrance to Petite Rade.

Prominent water towers stand about 0.5 mile SW and 1 mile SE of Fort du Roule. A conspicuous television mast is situated about 2.5 miles ESE of Fort du Roule. This mast is reported to be usually the first landmark sighted on the skyline when approaching from N.

Cherbourg Approach CH1 lighted buoy is moored about 3.3 miles NNW of the head of Digue de Querqueville.

Fort de Querqueville stands near the root of Digue de Querqueville and Fort de Chavagnac stands close within the head of this breakwater, on the W side of the harbor.

Fort de l'Ouest, marked by a light, stands at the W end of Digue Centrale. Fort Central, marked by a light, stands at the

center of this breakwater and Fort de l'Est, marked by a light, is situated at the E end.

Fort de l'Île Pelee, marked by a light, stands at the NW end of Digue de l'Est. Île Pelee, a drying flat of bare rock, extends about 0.5 mile NE from this breakwater. It is marked by two beacon towers and bordered by a shallow bank.

Fort du Homet stands near the root of Digue du Homet and Fort des Flamands stands near the root of Jetee des Flamands.

The town and harbor are reported to be radar prominent.

(See Directions)

Pilotage

Pilotage is compulsory for all vessels over 50m in length and for all commercial vessels carrying dangerous cargo or not fitted with VHF. The pilotage area lies within a 5 mile radius of Fort de l'Ouest.

Vessels should send an ETA and a request for pilotage 48 hours and 4 hours in advance, stating the last port of call and draft. Vessels should then contact Vigie de Homet (Homet Coast Guard) 1 hour before arrival on VHF channel 16.

Pilots board in the South Waiting Area, about 2.5 miles N of Fort de l'Ouest.

A Vessel Traffic Service (VTS) reporting system has been established in the approaches to Cherbourg and is compulsory for vessels over 1,600 grt carrying hydrocarbons or dangerous cargo.

Such vessels must report to the Centre Operations de Marine (COM), Cherbourg giving an ETA at least 24 hours prior to arrival at the CH1 lighted buoy and sending a confirmation 6 hours before arrival. They must also maintain VHF contact with the VTS Center until berthed.

Before entering French territorial waters, such vessels must report any damage to their propulsion equipment to Vigie du Homet (Homet Coast Guard) at Cherbourg. (See Regulations).

Deep-sea pilots.—Vessels should send a request for deep-sea pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name, draft, destination, pilot boarding position, and ETA.

Vessels should then confirm their ETA, as follows:

1. By telex to Pilotage Hauturier Cherbourg 24 hours prior to arrival.

2. On VHF channel 13 to Jobourg Traffic (VTS Casquets TSS) 4 hours prior to arrival.

3. On VHF channel 16 to Vigie de Homet (Homet Coast Guard) 2 hours prior to arrival.

Vessels should maintain a continuous listening watch on VHF channel 16 after giving the last confirmation. All amendments to ETA of more than 2 hours should be reported at least 6 hours before arrival.

Pilots may be provided by launch or helicopter.

Vessels must embark deep-sea pilots from launches in the North Waiting Area, about 3.5 miles N of Fort de l'Ouest.

Vessels carrying hydrocarbons or dangerous cargo must embark deep-sea pilots from launches in a position 7 miles N of Fort de l'Ouest, and, in all cases, not less than 7 miles off the coast.

PUB 191 (Continued)

Vessels embarking pilots by helicopter must send a request for pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name; nature of service (deep-sea pilot to board by helicopter); ETA at pilot boarding position; confirmation that VHF equipment is in working order; and confirmation that full landing, restricted, or winching area is available.

Vessels should confirm their ETA to Pilot Hauturier Cherbourg 24 hours prior to arrival and to Jobourg Traffic, 4 hours prior to arrival, on VHF channel 16 4.

Jobourg Traffic (VTS Casquets TSS) will confirm the pilot transfer authorization for embarkation or disembarkation.

When Jobourg Traffic announces the take-off of the helicopter, vessels should transmit a locked key homing signal on 410 kHz. The helicopter pilot will establish contact on VHF channel 16 or 11 in order to receive relative wind details.

Pilots board by helicopter in the following positions:

- a. 13 miles N of Cap de la Hague (pilots boarding E-bound vessels).
- b. 10 miles N of Cap Levi (pilots boarding E-bound vessels).
- c. 5 miles N of Cap Levi (pilots boarding E-bound vessels except those carrying hydrocarbons or dangerous cargo).
- d. 32 miles N of Cap Levi (pilots disembarking from W-bound vessels).

Regulations

The North Waiting Area (anchorage) is reserved for vessels, except those carrying hydrocarbons or dangerous cargo, which have requested a deep-sea pilot for passage in the English Channel.

The South Waiting Area (anchorage) is reserved for vessels waiting to embark a pilot for entry into Cherbourg.

The following regulations apply to vessels carrying hydrocarbons or dangerous cargo bound for Cherbourg:

1. Vessels must approach and leave the port within the sector 325° and 037° from Fort de l'Ouest to reach the South Waiting Area.
2. Vessels must have a pilot embarked when S of the South Waiting Area.
3. Vessels must use Passe de l'Ouest (Mandatory Access Channel).
4. Vessels reporting any defects in their propulsion equipment, steering machinery, anchoring gear, or radar must remain outside 7 miles from the French coast unless expressly exempted by the Administrator of Marine Affairs, Cherbourg.

Speed limits of 14 knots within Grande Rade and 8 knots within Petite Rade are in force.

Naval vessels have priority in selecting anchorage berths. Entry into Port Militaire, without authorization, is prohibited by all vessels and boats.

Vessels and boats, other than French government craft, are prohibited from stopping or anchoring within 100m of naval vessels moored in the roadstead.

Signals

Vigie du Homet (Homet Coast Guard) broadcasts priority vessels movements and traffic restrictions on VHF channel 16.

When international signals are shown from the Homet Coast Guard station prohibiting entry or departure by Passe de l'Ouest, vessels should keep a listening watch on VHF channel 12.

Anchorage

The only areas outside the breakwater in which vessels are permitted to anchor are the two Waiting Areas. The North Waiting Area lies centered about 3.5 miles N of Fort de l'Ouest. It has depths of 47 to 51m and may best be seen on the chart. The South Waiting Area lies centered about 2.5 miles N of Fort de l'Ouest. It has depths of 25 to 45m and may best be seen on the chart. (See Pilotage and Regulations.)

The principal anchorage in Grande Rade for large vessels has depths of 10 to 12m. The berth lies about 0.5 mile SE of Fort de l'Ouest and is indicated by ranges, which may best be seen on the chart. Small vessels may anchor farther E in depths of 5 to 8m, sand and mud.

Anchorage is prohibited within areas, which may best be seen on the chart, lying close S of the breakwaters, in the approaches to the entrances, in both Passe de l'Ouest and Passe de l'Est, and in the turning area of Petite Rade.

Directions

Large vessels approaching from E should stay N of a line extending 060° from the CH1 lighted buoy (49°43'N., 1°42'W.) until E of the meridian of Cape Levi (49°42'N., 1°28'W.).

Cherbourg Approach Channel leads within the sector between 325° and 037° from Fort de l'Ouest (49°41'N., 1°39'W.) to the Waiting Areas. (See Regulations.)

A recommended route, formed by a 1,000m wide zone, leads in a S direction from the W side of the Waiting Areas. Its central axis, course 177°, is indicated on the chart.

An entrance channel leads SE from the S end of the recommended route through the E part of Passe de l'Ouest. The fairway, which is marked by lighted ranges and a directional light, may best be seen on the chart.

A channel, marked by a range (a building, 41m high, and a water tower) and a directional sector light, leads S through Passe de l'Est and may best be seen on the chart. It is reported that this directional light is difficult to identify against the background lighting. (See Aspect).

PUB 191 (Continued)**Caution**

High speed craft may be encountered in the approaches to the port.

An area, within which diving is prohibited, lies centered 2.3 miles N of the CH1 lighted buoy. It has a radius of 0.5 mile and may best be seen on the chart.

Explosives dumping ground areas, with a radius of 0.1 mile, lie centered 1.2 miles NNE of Fort de l'Ouest and 0.4 mile S of Fort Central on Digue Centrale. They may best be seen on the chart.

Prohibited Areas, which may best be seen on the chart, lie along the N side of Digue de Homet, along the S side of Digue de Querqueville, along the S side of Digue de l'Est,

along the SE part of Digue Centrale, and in the vicinity of Fort de Querqueville.

(Fr SD C 2.1; Fairplay; BA NP 27; BA NP 286) 45/00

Page 74—Lines 1 to 54/R; strike out.
(NIMA) 45/00

Page 75—Lines 1 to 55/L; strike out.
(NIMA) 45/00

Page 75—Lines 1 to 29/R; strike out.
(NIMA) 45/00

COAST PILOT CORRECTIONS

**COAST PILOT 1 31 Ed 1998 Change No. 18
LAST NM 42/00**

Page 52—Paragraph 557; read:

MASSACHUSETTS**§117.586 Annisquam River and Blynman Canal.**

The draw of Blynman (SR127) Bridge shall open on signal; except that, from 6 p.m. on December 24 to midnight on December 25 and from 6 p.m. on December 31 to midnight on January 1, the draw shall open on signal if at least a two-hour notice is given by calling the number posted at the bridge.

(CL 1071/00; FR 6/20/00) 45/00

Page 54—Paragraph 632, line 2; read:

self-propelled vessels greater than 10,000 gross tons.

(c) From 6 p.m. on December 24 to midnight on December 25 and from 6 p.m. on December 31 to midnight on January 1, the draw shall open on signal if at least a 2-hour notice is given by calling the number posted at the bridge.

(CL 1071/00; FR 6/20/00) 45/00

Page 57—Paragraph 731, line 3 to Paragraph 735, line 1; read:

Rescue System (AMVER).

(6) Each barge.

(7) Each public vessel.

(8) United States or Canadian flag vessels, except tank ...

(CL 1112/00; FR 6/29/00) 45/00

Page 66—Table 161.35(c), Item P; read:

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
P	Bayport Ship Channel	Bayport Ship Channel Lt. 8 and 9	29°36.8'N 94°59.5'W	Report at the Nort Land Cut

(CL 1112/00; FR 6/29/00) 45/00

Page 225—Paragraph 488, line 9; read:

channel 18A; call sign, WQA-834. (See **117.1 through 117.49 and 117.586**, ...

(CL 1071/00; FR 6/20/00) 45/00

Page 241—Paragraph 61, line 9 to Paragraph 62, line 1; read:

pass under the channel span of the Long Island Viaduct.

A fish haven, covered 14 feet, is in Sculpin Ledge Channel. The reef is west of the standpipe on Long Island along a northeast-southwest axis, in about 42°19'26"N., 70°58'15"W.

In 1985, an obstruction covered 5 feet was ...

(CL 1183/00) 45/00

Page 249—Paragraph 233, lines 5 to 8; read:

and 117.621, chapter 2, for drawbridge regulations.) Three overhead power cables cross the river at: 0.7 mile, 1.1 miles,

and 1.3 miles above the State Route 3A highway bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 56 feet. State Route 53 crossing at Weymouth has a fixed span with a clearance of 11 feet.

(41/99 CG1; CL 1207/00) 45/00

**COAST PILOT 2 30 Ed 1998 Change No. 19
LAST NM 34/00**

Page 15—Paragraph 383, lines 3 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5) 45/00

COAST PILOT 2 (Continued)

Page 136—Paragraph 35, lines 9 to 12; read:
jetty. In 1997, the controlling depths were 6 feet (8 feet at midchannel) in the entrance channel to the inner harbor, thence 7½ feet (8 feet at midchannel) in the harbor, except for shoaling to 4½ feet at the upper end of the harbor along the northwest side.

(BPs 171074-75; CL 614/00) 45/00

Page 166—Paragraph 38, line 7 to Paragraph 39, line 2; read:

southwestern side of the entrance is protected by a jetty, which is marked by a light and fog signal at its outer end.

In March 2000, the controlling depth in the left half of the entrance channel was 5½ feet. Shoaling to bare exists in the right ...

(BP 171565; CL 1030/00; NOS 13217) 45/00

Page 225—Paragraph 304, lines 4 to 5; read:

village. The channel is marked by private seasonal buoys. In 1994, the controlling depth was 5 feet in the channel with 5 to 6 feet available in the anchorage ...

(CL 875/94; BP 152199) 45/00

COAST PILOT 2 30 Ed 1998 Change No. 20

Page 60—Paragraph 1073; read:

(d) From 6 p.m. on December 24 to midnight on December 25 and from 6 p.m. on December 31 to midnight on January 1, the draw shall open on signal if at least a two-hour notice is given by calling the number posted at the bridge.

(CL 1071/00; FR 6/20/00) 45/00

Page 61—Paragraphs 1105 to 1108; read:

(a) The owners of the Brightman Street and Bristol County bridges shall provide and keep in good legible condition clearance gauges for each draw with figures not less than twelve inches high, designed, installed, and maintained according to the provisions of §118.160 (not in this text).

(b) The draw of the Brightman Street Bridge between Somerset and Fall River shall open on signal; except that, from November 1 through March 31, between 6 p.m. and 6 a.m. daily, the draw shall open if at least a one-hour notice is given. From 6 p.m. on December 24 to midnight on December 25 and from 6 p.m. on December 31 to midnight on January 1, the draw shall open on signal if at least a two-hour notice is given by calling the number posted at the bridge.

(c) The Bristol County Bridge, mile 10.3, shall open on signal if at least a twenty-four hour notice is given by calling the number posted at the bridge.

(CL 1071/00; FR 6/20/00;
FR 12/22/98; CL 11/99) 45/00

Page 64—Paragraph 1196; read:

(a) The draw of the Bruncker Boulevard Bridge, mile 1.1, at the Bronx, New York, shall open on signal if at least a two-hour advance notice to the New York City Department of Transportation (NYCDOT) Radio Hotline, or the NYCDOT Bridge Operations Office. From 7 a.m. to 9 a.m. and 4

p.m. to 6 p.m., Monday through Friday, the bridge need not be opened for the passage of vessels.

(CL 1259/00; FR 7/25/00) 45/00

Page 64—Paragraph 1211; read:

The draws of the Ninth Street Bridge, mile 1.4, the Third Street Bridge, mile 1.8, the Carroll Street Bridge, mile 2.0, and the Union Street Bridge, mile 2.1, at Brooklyn, shall open on signal, if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT), Radio Hotline, or the NYCDOT Bridge Operations Office.

(CL 1260/00; FR 8/1/00) 45/00

Page 65—Paragraph 1242 to Paragraph 1243, line 2; read:

(b) The draw of the Hutchinson River Parkway Bridge, mile 0.9, at the Bronx, New York shall open on signal if at least a two-hour notice is given to the New York City Department of Transportation (NYCDOT) Radio Hotline, or the NYCDOT Bridge Operations Office.

(c) The draw of the South Fulton Avenue Bridge, mile 2.9, shall open on signal from three hours before to three hours ...

(CL 1259/00; FR 7/25/00;
CL 561/98; 33 CFR 117.793) 45/00

Page 66—Paragraphs 1270 to 1278; read:

(a) The following requirements apply to all bridges across Newtown Creek, Dutch Kills, English Kills, and their tributaries:

(1) The owners of all bridges across Newtown Creek, Dutch Kills, English Kills and their tributaries listed under this section, shall provide and keep in good legible condition two clearance gauges with figures not less than 12 inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(2) Trains and locomotives shall be controlled so that any delay in opening the draw shall not exceed five minutes. If a train moving toward the bridge has crossed the home signal for the bridge before the request to open the bridge is given, that train may continue across the bridge, but must clear the interlock before stopping.

(b) The draws of the Long Island Railroad bridges, at mile 1.1, across Dutch Kills at Queens, shall open on signal if at least six-hours advance notice is given to the Long Island Railroad Movement Bureau, except as provided in paragraph (a)(2) of this section.

(c) The draw of the Borden Avenue Bridge, mile 1.2, across Dutch Kills at Queens, shall open on signal if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT) Radio Hotline or NYCDOT Bridge Operations Office.

(d) The draw of the Hunters Point Avenue Bridge, mile 1.4, across Dutch Kills at Queens, shall open on signal if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT) Radio Hotline or the NYCDOT Bridge Operations Office.

(e) The draw of the Metropolitan Avenue Bridge, mile 3.4, across English Kills at New York City, shall open on sig-

COAST PILOT 2 (Continued)

nal if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT) Radio Hotline or the NYCDOT Bridge Operations Office.

(f) The draw of the Grand Street/Avenue Bridge, mile 3.1, across Newtown Creek (East Branch) between Brooklyn and Queens, shall open on signal if at least a two-hour advance notice is given to the New York City Department (NYCDOT) Radio Hotline or the NYCDOT Bridge Operations Office.

(g) The draws of the Pulaski Bridge, mile 0.6, and the Greenpoint Avenue Bridge, mile 1.3, both across the Newtown Creek between Brooklyn and Queens, shall open on signal if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT) Radio Hotline or NYCDOT Bridge Operations Office.

(CL 1261/00; FR 8/1/00) 45/00

Page 66—Paragraph 1286; read:

The draw of the Bruckner Boulevard/Unionport Bridge,

Page 78—Table 161.35(c), Item P; read:

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
P	Bayport Ship Channel	Bayport Ship Channel Lt. 8 and 9	29°36.8'N 94°59.5'W	Report at the North Land Cut

(CL 1112/00; FR 6/29/00)

45/00

Page 152—Paragraph 18, lines 9 to 10; read:

Popasquash Neck and when approaching Bullock Point Light BP. Vessels bound for Fall River should call Brightman Street ...

(CL 658/00; LL/2000) 45/00

Page 167—Paragraph 55, line 2; read:

Jerusalem on the west side at **Succotach Point** have State piers ...

(CL 657/00) 45/00

Page 179—Paragraph 292, lines 12 to 13; read:

at the marina; hull and engine repairs can be made. In March 2000, a reported depth of 7½ feet could be carried to the marina.

(CL 759/00) 45/00

Page 187—Paragraph 121, line 13; read:

miles, Founders Bridge, fixed highway, 49 feet; 45.2 miles, Bulkeley ...

(CL 1267/00) 45/00

Page 196—Paragraph 272, line 3; read:

20-foot draft. In 1997, depths in the anchorage were reported to be less than the charted depths. Caution should be exercised to avoid the fish stakes ...

(CL 648/00) 45/00

mile 1.7, at the Bronx, New York, shall open on signal if at least a two-hour advance notice is given to the New York City Department of Transportation (NYCDOT) radio hotline, or the NYCDOT Bridge Operations Office. The draw need not be opened for vessel traffic from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday through Friday. The owner of the bridge shall provide clearance gauges according to the provisions of §118.160 of this chapter.

(CL 1259/00; FR 7/25/00) 45/00

Page 69—Paragraph 1378, line 3 to Paragraph 1382, line 1; read:

Rescue System (AMVER).

(6) Each barge.

(7) Each public vessel.

(8) United States or Canadian flag vessels, except tank ...

(CL 1112/00; FR 6/29/00) 45/00

Page 283—Paragraphs 42 to 45; read:

Upper Chesapeake Bay.

(DOLE/2000) 45/00

**COAST PILOT 3 34 Ed 1999 Change No. 6
LAST NM 36/00**

Page 15—Paragraph 383, lines 3 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5) 45/00

Page 171—Paragraph 79, lines 2 to 3; read:

Chincoteague Island. In August 1999, the dredged entrance channel, marked by a light, had a controlling depth of 4 feet with 8 feet in the basin except for a depth of 6 feet in the SW corner of the ...

(BP 171625; CL 1054/00) 45/00

Page 177—Paragraph 55, lines 2 to 5; read:

is subject to continual change. In February 2000, the controlling depth in the entrance channel was 6½ feet. The inlet is marked by lights. The twin fixed bridges over the inlet have a clearance ...

(BPs 171665-66; CL 1066/00; 23/00 CG5) 45/00

**COAST PILOT 4 32 Ed 1999 Change No. 13
LAST NM 38/00**

Page 63—Paragraph 829, line 3; read:
anchorage areas.

§110.73c. Okeechobee Waterway, St. Lucie River, Stuart, FL.

The following is a special anchorage area: Beginning on the Okeechobee Intracoastal Waterway between mile marker 7 and 8 on the St. Lucie River, bounded by a line beginning at

27°12'06.583"N., 80°15'33.447"W.; thence to

27°12'07.811"N., 80°15'38.861"W.; thence to

27°12'04.584"N., 80°15'41.437"W.; thence to

27°11'49.005"N., 80°15'44.796"W.; thence to

27°11'47.881"N., 80°15'38.271"W.; thence to the point of beginning. All coordinates reference Datum NAD 83.

(CL 138/00; FR 1/19/2000) 45/00

Page 70—Paragraph 1102; read:

(q) reserved.

(CL 455/00; FR 3/7/2000) 45/00

Page 106—Paragraph 2288, lines 13 to 14; read:

be damaged, they shall report that fact immediately to the Superintendent of Lighthouses at Norfolk, Virginia, if north of New River Inlet, North Carolina; to the Superintendent of Lighthouses at Charleston, South Carolina, if between New River Inlet, North Carolina, and St. Lucie Inlet, Florida; to the Superintendent of Lighthouses at Key West, Florida, if between St. Lucie Inlet and Suwanee River, Florida; and to the Superintendent of Lighthouses, New Orleans, Louisiana, if between Suwanee River and St. Marks, Florida.

(33 CFR 207.160(i); CL 1733/99) 45/00

Page 125—Paragraphs 3000 to 3002; read:

(ii) *Gillnets for king mackerel in the southern Florida west coast subzone.* For a person aboard a vessel to use a run-around gillnet for king mackerel in the southern Florida west coast subzone (see §622.42(c)(1)(i)(A)(3)), a commercial vessel permit for king mackerel with a gillnet endorsement must have been issued to the vessel and must be on board. See paragraph (o) of this section regarding a moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west subzone and restrictions on transferability of king mackerel gillnet endorsements.

(iii) *King mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for king mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for king mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for king mackerel valid after April 30, 1999, at least 24 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application. See paragraph (q) of this section regarding a moratorium on commercial vessel permits for king mackerel, initial permits under the moratorium, transfers of permits during the moratorium, and limited

exceptions to the earned income or gross sales requirements for a permit.

(iv) *Spanish mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for Spanish mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for Spanish mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for Spanish mackerel valid after April 30, 1999, at least 25 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application.

(CL 547/00; FR 3/28/2000) 45/00

Page 127—Paragraph 3052, lines 1 to 6; read:

(g) *Transfer.* A vessel permit, license or endorsement or dealer permit issued under this section is not transferable or assignable, except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in §622.17(c) for a commercial vessel permit for golden crab, or in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper. A person who acquires a vessel or dealership ...

(CL 547/00; FR 3/28/2000) 45/00

Page 128—Paragraph 3074, line 4 to Paragraph 3077; read:
the RA within 1 year of the expiration date of the permit.

(o) *Moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west coast subzone.* (1) An initial king mackerel gillnet endorsement will be issued only if—

(i) The vessel owner was the owner of a vessel with a commercial mackerel permit with a gillnet endorsement on or before October 16, 1995; and

(ii) The vessel owner was the owner of a vessel that had gillnet landings of Gulf migratory group king mackerel in one of the two fishing years, July 1, 1995, through June 30, 1996, or July 1, 1996, through June 30, 1997. Such landings must have been documented by NMFS or by the Florida Department of Environmental Protection trip ticket system as of December 31, 1997. Only landings when a vessel had a valid commercial permit for king mackerel with a gillnet endorsement and only landings that were harvested, landed, and sold in compliance with state and Federal regulations may be used to establish eligibility.

(2) Paragraphs (o)(1)(i) and (o)(1)(ii) of this section notwithstanding, the owner of a vessel that received a commercial king mackerel permit through transfer, between March 4, 1998, and March 28, 2000, from a vessel that met the eligibility requirements in paragraphs (o)(1)(i) and (o)(1)(ii) also qualifies for an initial king mackerel gillnet endorsement.

COAST PILOT 4 (Continued)

(3) To obtain an initial king mackerel gillnet endorsement under the moratorium, an owner or operator of a vessel that does not have a king mackerel gillnet endorsement on March 28, 2000 must submit an application to the RA, postmarked or hand delivered not later than June 26, 2000. Except for applications for renewals of king mackerel gillnet endorsements, no applications for king mackerel gillnet endorsements will be accepted after June 26, 2000. Application forms are available from the RA.

(4) The RA will not issue an owner more initial king mackerel gillnet endorsements under the moratorium than the number of vessels with king mackerel gillnet endorsements that the owner owned simultaneously on or before October 16, 1995.

(5) An owner of a vessel with a king mackerel gillnet endorsement issued under this moratorium may transfer that endorsement upon a change of ownership of a permitted vessel with such endorsement from one to another of the following: Husband, wife, son, daughter, brother, sister, mother, or father. Such endorsement also may be transferred to another vessel owned by the same entity.

(6) A king mackerel gillnet endorsement that is not renewed or that is revoked will not be reissued. An endorsement is considered to be not renewed when an application for renewal is not received by the RA within 1 year after the expiration date of the permit that includes the endorsement.

(CL 547/00; FR 3/28/2000; CL 1936/99) 45/00

Page 145—Paragraphs 3457 to 3460; read:

(c) *Oculina Bank*—(1) HAPC. The Oculina Bank HAPC encompasses an area bounded on the north by 28°30'N. lat., on the south by 27°30'N. lat., on the east by the 100-fathom (183-m) contour, as shown on the latest edition of NOAA chart 11460, and on the west by 80°00'W. long.; and two adjacent areas: the first bounded on the north by 28°30'N. lat., on the south by 28°29'N. lat., on the east by 80°00'W. long., and on the west by 80°03'W. long.; and the second bounded on the north by 28°17'N. lat., on the south by 28°16'N. lat., on the east by 80°00'W. long., and on the west by 80°03'W. long. In the Oculina Bank HAPC, no person may:

(i) Use a bottom longline, bottom trawl, dredge, pot, or trap.

(ii) If aboard a fishing vessel, anchor, use an anchor and chain, or use grapple and chain.

(iii) Fish for rock shrimp or possess rock shrimp in or from the area on board a fishing vessel.

(2) *Experimental closed area*. Within the Oculina Bank HAPC, the experimental closed area is bounded on the north by 27°53'N. lat., on the south by 27°30'N. lat., on the east by 79°56'W. long., and on the west by 80°00'W. long. No person may fish for South Atlantic snapper-grouper in the experimental closed area, and no person may retain South Atlantic snapper-grouper in or from the area. In the experimental closed area, any South Atlantic snapper-grouper taken incidentally by hook-and-line gear must be released immediately by cutting the line without removing the fish from the water.

(CL 1033/00; FR 6/14/00) 45/00

Page 146—Paragraph 3502; strike out.

(CL 1033/00; FR 6/14/00)

45/00

Page 147—Paragraph 3549; read:

(g) Cut-off (damaged) king or Spanish mackerel that comply with the minimum size limits in §622.37(c)(2) and (c)(3), respectively, and the trip limits in §622.44(a) and (b), respectively, may be possessed in the Gulf, Mid-Atlantic, or South Atlantic EEZ on, and offloaded ashore from, a vessel that is operating under the respective trip limits. Such cut-off fish also may be sold. A maximum of five additional cut-off (damaged) king mackerel, not subject to the size limits or trip limits, may be possessed or offloaded ashore but may not be sold or purchased and are not counted against the trip limit.

(CL 547/00; FR 3/28/2000)

45/00

Page 150—Paragraph 3643; read:

(ii) King mackerel, Gulf migratory group—hook-and-line gear and, in the southern Florida west coast subzone only, run-around gillnet. (See §622.42(c)(1)(i)(A)(3) for a description of the southern Florida west coast subzone.)

(CL 547/00; FR 3/28/2000)

45/00

Page 151—Paragraph 3653; read:

(iv) *Exception for king mackerel in the Gulf EEZ*. The provisions of this paragraph (c)(2)(iv) apply to king mackerel taken in the Gulf EEZ and to such king mackerel possessed in the Gulf. Paragraph (c)(2)(iii) of this section notwithstanding, a person aboard a vessel that has a valid commercial permit for king mackerel is not subject to the bag limit for king mackerel when the vessel has on board on a trip unauthorized gear other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone. Thus, the following applies to a vessel that has a commercial permit for king mackerel:

(A) Such vessel may not use unauthorized gear in a directed fishery for king mackerel in the Gulf EEZ.

(B) If such a vessel has a drift gillnet or a long gillnet on board or a run-around gillnet in an area other than the southern Florida west coast subzone, no king mackerel may be possessed.

(C) If such a vessel has unauthorized gear on board other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone, the possession of king mackerel taken incidentally is restricted only by the closure provisions of §622.43(a)(3) and the trip limits specified in §622.44(a). See also paragraph (c)(4) of this section regarding the purse seine incidental catch allowance of king mackerel.

(CL 547/00; FR 3/28/2000)

45/00

Page 153—Paragraphs 3704 to 3708; read:

(1) *Florida East coast subzone*—1,082,250 lb (490,900 kg).

(2) *Florida west coast subzones*—(i) *Southern*—1,082,250 lb (490,900 kg), which is further divided into a quota of

COAST PILOT 4 (Continued)

541,125 lb (245,450 kg) for vessels fishing with hook-and-line and a quota of 541,125 lb (245,450 kg) for vessels fishing with run-around gillnets.

(ii) *Northern*—175,500 lb (79,606 kg).

(3) *Description of Florida subzones.* The Florida east coast subzone is that part of the eastern zone north of 25°20.4'N. lat., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25°20.4'N. lat. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25°20.4'N. lat. to 26°19.8'N. lat., a line directly west from the Lee/Collier County, FL boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. lat. and 25°48'N. lat., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of Florida west coast subzone that is between 26°19.8'N. lat. and 87°31'06"W. long., which is a line directly south from the Alabama/Florida boundary.

(CL 547/00; FR 3/28/2000) 45/00

Page 154—Paragraph 3759 to Page 155—Paragraph 3767; read:

(i) *Eastern zone-Florida east coast subzone.* In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1 each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone-Florida west coast subzone—(A) Gillnet gear.* (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) *Hook-and-line gear.* In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commercial permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.

(CL 547/00; FR 3/28/00) 45/00

Page 156—Paragraph 3817; read:

(h) Cut-off (damaged) king or Spanish mackerel. A person may not sell or purchase a cut-off (damaged) king or Spanish mackerel that does not comply with the minimum size limits specified in §622.37(c)(2) or (c)(3), respectively, or that is in excess of the trip limits specified in §622.44(a) or (b), respectively.

(CL 547/00; FR 3/28/2000) 45/00

Page 157—Paragraphs 3834 to 3835; read:

(c) *Coastal migratory pelagic fish.* For a species or species group: Age-structured analyses, target date for rebuilding an overfished species, MSY (or proxy), stock biomass achieved by fishing at MSY (B_{MSY}) (or proxy), maximum fishing mortality threshold (MFMT), minimum stock size threshold (MSST), OY, TAC, quota (including a quota of zero), bag limit (including a bag limit of zero), size limits, vessel trip limits, closed seasons or areas and reopenings, gear restrictions (ranging from regulation to complete prohibition), reallocation of the commercial/recreational allocation of Atlantic group Spanish mackerel, permit requirements, definitions of essential fish habitat, and essential fish habitat HAPCs or Coral HAPCs.

(d) *Gulf reef fish.* (1) For a species or species group: Target date for rebuilding an overfished species, TAC, bag limits, size limits, vessel trip limits, closed seasons or areas, gear restrictions, quotas, MSY (or proxy), OY, and estimates of stock biomass achieved by fishing at MSY (B_{MSY}), minimum stock size threshold (MSST), and maximum fishing mortality threshold (MFMT).

(CL 1033/00; FR 6/14/00; FR 5/19/00) 45/00

COAST PILOT 4 32 Ed 1999 Change No. 14

Page 157—Paragraphs 3838 to 3840; read:

(f) *South Atlantic snapper-grouper and wreckfish.* For species or species groups: Biomass levels, age-structured analyses, target dates for rebuilding overfished species, MSY, ABC, TAC, quotas, trip limits, bag limits, minimum sizes, gear restrictions (ranging from regulation to complete prohibition), seasonal or area closures, definitions of essen-

COAST PILOT 4 (Continued)

tial fish habitat, and essential fish habitat HAPCs or Coral HAPCs.

(g) *South Atlantic golden crab*. Biomass levels, age-structured analyses, MSY, ABC, TAC, quotas (including quotas equal to zero), trip limits, minimum sizes, gear regulations and restrictions, permit requirements, seasonal or area closures, time frame for recovery of golden crab if overfished, fishing year (adjustment not to exceed 2 months), observer requirements, authority for the RA to close the fishery when a quota is reached or is projected to be reached, definitions of essential fish habitat, and essential fish habitat HAPCs or Coral HAPCs.

(h) *South Atlantic shrimp*. Biomass levels, age-structured analyses, BRD certification criteria, BRD specifications, BRD testing protocol, certified BRDs, nets required to use BRDs, times and locations when the use of BRDs is required, definitions of essential fish habitat, and essential fish habitat HAPCs or Coral HAPCs.

(CL 1033/00; FR 6/14/00) 45/00

Page 157—Paragraph 3841, line 3; read:
BRDs, and BRD specifications.

(j) *Gulf red drum*. Target date for rebuilding an overfished species, MSY (or proxy), stock biomass achieved by fishing at MSY (B_{MSY}), OY, TAC, minimum stock size threshold (MSST), maximum fishing mortality threshold (MFMT), escapement rates for juvenile fish, bag limits, size limits, gear harvest limits, and other restrictions required to prevent exceeding allocations or quotas.

(k) *Atlantic coast red drum*. Definitions of essential fish habitat and essential fish habitat HAPCs or Coral HAPCs.

(l) South Atlantic coral, coral reefs, and live/hard bottom habitats. Definitions of essential fish habitat and essential fish habitat HAPCs or Coral HAPCs.

(CL 1033/00; FR 6/14/00; FR 5/19/00) 45/00

Page 203—Paragraph 73, lines 3 to 4; read:
highway bridge at Jacksonville. In 1977-April 2000, the midchannel controlling depth was 5½ feet. In 1982, shoaling to 3 ...

(BPs 171298-99; 24/00 CG5) 45/00

Page 222—Paragraph 109, line 40; read:
lines during the transit. In addition, vessels so moored should advise ...

(CL 545/00) 45/00

Page 222—Paragraph 110, line 4; read:
monitoring of VHF-FM channel 13.

Seagoing Tugs and Barges.—Seagoing tugs and barges arriving at or departing Charleston Harbor should, upon arrival, make a **security call** 15 minutes prior to entering Fort Sumter Range, or upon departing a dock or anchorage, make a security call 15 minutes before getting underway. Such security calls should be made on VHF-FM channel 13. It is recommended that such vessels further call the Charleston Branch Pilots' Association on VHF-FM channel 16 to ascertain the presence and movement of other vessels on the

bar and in the harbor.

(CL 545/00) 45/00

Page 224—Paragraph 150, line 8; read:
29413; telephone 843-577-8659. Pilotage is optional for U.S. vessels ...

(CL 545/00) 45/00

Page 224—Paragraph 150, line 30; read:
pilot office, at 843-557-0632. At least 3 hours advance notice for orders of arrival at ...

(CL 545/00) 45/00

Page 224—Paragraph 157, lines 7 to 9; read:
at 843-557-8659 or call Port Harbormaster on VHF-FM channel 16. Additional information can be obtained through the State Ports Authority's Harbormaster at 843-577-8192 or VHF-FM channel ...

(CL 545/00) 45/00

Page 225—Paragraph 166, line 1; read:
Shipyard River Terminal: south side of ...

(CL 545/00) 45/00

Page 225—Paragraph 168; strike out.
(CL 545/00) 45/00

Page 225—Paragraph 170, line 1; read:
Thomas Cement Terminal: (32°52'47"N., 79°58'05"W.): L-shaped ...

(CL 545/00) 45/00

Page 225—Paragraph 178, line 4; read:
side. (For further information contact the operator.)

The piers at the former Navy Base, and Navy Yard are now under the operation of other government agencies and private corporations. The Maritime Administration uses several of these piers as lay berths for their ships. The U.S. Coast Guard also berths vessels at these piers. Pier "Zulu" is used by commercial vessels for cargo handling. Detyens Shipyard operates drydock facilities and berths at the former Navy Yard.

(CL 545/00) 45/00

Page 225—Paragraph 182, lines 1 to 3; read:
Repairs.—Detyens Shipyard, Inc., offers drydocking services at its facilities at the former Navy Yard, and at Cainhoy on the upper Wando River, which is ...

(CL 545/00) 45/00

Page 226—Paragraph 197, line 1; read:
A U.S. Government degaussing range, marked by lighted and ...

(CL 545/00) 45/00

COAST PILOT 4 (Continued)

Page 226—Paragraph 201, line 1; read:

Facilities of the U.S. Government ...

(CL 545/00)

45/00

COAST PILOT 4**32 Ed 1999****Change No. 15**

Page 226—Paragraph 201, line 4 to Paragraph 203, line 1; read:

conspicuous at the facility.

Restricted areas are in the northern portion of Shipyard Creek, and in the Cooper River at the U.S. Government facility. (See **334.460** and **334.470**, chapter 2, for limits and regulations.)

North Charleston, just north of the government facility, is the ...

(CL 545/00)

45/00

Page 226—Paragraph 204, lines 4 to 7; read:

miles above the Battery. There is ship traffic to and from the Amoco Terminal about 14 miles above the Battery, ship movement is subject to certain restrictions by the Pilots' Association. There is daylight-only ship traffic upstream as far as the Nucor Steel Terminal about 18.5 miles above the Battery. These ships are limited in size to 580 feet long with a 25 foot draft, and subject to certain tidal and current restrictions by the Pilots' Association. This section of the ...

(CL 545/00)

45/00

Page 233—Paragraph 97, lines 6 to 9; read:

below U.S. Route 17 highway bridge. (See Notice to Mariners ...

(CL 642/00)

45/00

Page 255—Paragraph 69, line 12; read:

from the Main Street bridge, has a fixed span with a ...

(CL 424/00)

45/00

Page 284—Paragraph 303, lines 4 to 9; read:

December 1998, the reported controlling depth was 9 feet. A marina, protected by a breakwater marked by lights, is on the northeast side of the channel.

(NOS 11468; CL 1974/98)

45/00

Page 293—Paragraph 118, line 2; read:

along the keys are 300-foot-high radio towers about 0.3 mile eastward ...

(NOS 11447)

45/00

Page 302—Paragraph 95, line 5; read:

available. In February 2000, 6½ feet was reported in the marked ...

(CL 412/00; 19/00 CG5)

45/00

Page 302—Paragraph 106, lines 2 to 3; read:

279.0, has a yacht basin with an L-shaped pier about 250 feet long. Berthage with electricity, ...

(CL 967/00)

45/00

Page 304—Paragraph 137, line 2; read:

crosses the waterway at **Mile 358.9**.

In November 1999, a fixed highway bridge with a design clearance of 65 feet was under construction, at **Mile 360.5**.

(CL 801/00; 18/00 CG7)

45/00

Page 304—Paragraph 155; read:

At **Mile 458.9**, the Isle of Palms Connector is a fixed highway bridge with a clearance of 65 feet.

(CL 25/00)

45/00

Page 305—Paragraph 157, lines 4 to 6; read:

94 feet crosses Hamlin Creek. A fixed highway bridge with a clearance of 28 feet crosses Hamlin Creek near its eastern mouth. The ...

(CL 445/00)

45/00

Page 312—Paragraph 319, lines 2 to 3; read:

Buck Point, the Banana River is crossed by U.S. Route A1A causeway and bridges. The twin fixed spans over the main ...

(CL 962/98)

45/00

Page 313—Paragraph 325, line 6; read:

NASA space center **restricted area** is ...

(CL 962/98)

45/00

Page 319—Paragraph 474, line 5; read:

bridge regulations.) In July 1999, a temporary bridge, with a design clearance of 14 feet in the center of the waterway, was under construction just south of Royal Palm Bridge. Mariners are advised that waterway restrictions, authorized by the Marine Safety Office, Miami, are being enforced during the construction. Announcement of these restrictions are broadcast on VHF-FM channel 9.

(CL 1065/99)

45/00

COAST PILOT 4**32 Ed 1999****Change No. 16**

Page 141—Paragraph 3413 to Page 142—Paragraph 3420; read:

(a) *Seasonal closures.* (1) *Mutton snapper spawning aggregation area.* From March 1 through June 30, each year, fishing is prohibited in that part of the following area that is in the EEZ. The area is bounded by rhumb lines connecting, in order, the points listed.

Point	North lat.	West long.
A	17°37.8'	64°53.0'
B	17°39.0'	64°53.0'
C	17°39.0'	64°50.5'
D	17°38.1'	64°50.5'
E	17°37.8'	64°52.5'
A	17°37.8'	64°53.0'

(2) *Red hind spawning aggregation areas.* From December 1 through February 28, each year, fishing is prohibited in those parts of the following areas that are in the EEZ. Each area is bounded by rhumb lines connecting,

COAST PILOT 4 (Continued)

in order, the points listed.

(i) East of St. Croix.

Point	North lat.	West long.
A	17°50.2'	64°27.9'
B	17°50.1'	64°26.1'
C	17°49.2'	64°25.8'
D	17°48.6'	64°25.8'
E	17°48.1'	64°26.1'
F	17°47.5'	64°26.9'
A	17°50.2'	64°27.9'

(ii) West of Puerto Rico—(A) Baja de Cico.

Point	North lat.	West long.
A	18°15.7'	67°26.4'
B	18°15.7'	67°23.2'
C	18°12.7'	67°23.4'
D	18°12.7'	67°26.4'
A	18°15.7'	67°26.4'

(B) Tourmaline Bank.

Point	North lat.	West long.
A	18°11.2'	67°22.4'
B	18°11.2'	67°19.2'
C	18°08.2'	67°29.2'
D	18°08.2'	67°22.4'
A	18°11.2'	67°22.4'

(C) Abrir La Sierra Bank.

Point	North lat.	West long.
A	18°06.5'	67°26.9'
B	18°06.5'	67°23.9'
C	18°03.5'	67°23.9'
D	18°03.5'	67°26.9'
A	18°06.5'	67°26.9'

(3) *Queen conch closure*. From July 1 through September 30, each year, no person may fish for queen conch in the Caribbean EEZ and no person may possess on board a fishing vessel a queen conch in or from the Caribbean EEZ.

(b) *Year-round area closures*. (1) *Hind Bank Marine Conservation District (MCD)*. The following activities are prohibited within the Hind Bank MCD: Fishing for any species, and anchoring by fishing vessels. The Hind Bank MCD is bounded by rhumb lines connecting, in order, the points listed.

Point	North lat.	West long.
A	18°13.2'	65°06.0'
B	18°13.2'	64°59.0'
C	18°11.8'	64°59.0'
D	18°10.7'	65°06.0'
A	18°13.2'	65°06.0'

(2) [Reserved]

(CL 1924/99; FR 11/4/99)

45/00

Page 186—Paragraph 101, lines 4 to 6; read:
channel with a clearance of 35 feet.

(CL 1339/94; CL 1416/94)

45/00

Page 189—Paragraph 152, lines 3 to 5; read:
the navigation span of this bridge is removable.

(CL 1330/94)

45/00

Page 214—Paragraph 21, lines 5 to 6; read:
along the beach are also prominent. Several radio antennas close-to, marked by red lights, can be seen from seaward.

(CL 1064/94)

45/00

Page 230—Paragraph 36, line 4; read:
creek was 11 feet in 1994-March 1999. Daybeacons mark the north ...

(CL 611/96; NOS 11518)

45/00

Page 230—Paragraph 37, lines 2 to 3; read:
Creek, also connects Coosaw and Morgan Rivers. In 1994-March 1999, the reported controlling depth in the creek was 8 feet, for about ...

(NOS 11518; CL 611/96)

45/00

Page 230—Paragraph 39, lines 3 to 4; read:
about 1.5 to 2 miles above the mouth. In 1994-March 1999, the reported controlling depth was 11 feet to these plants where diesel fuel, ...

(CL 611/96; NOS 11518)

45/00

Page 236—Paragraph 102, line 2; read:
221 feet crosses the main channel of the Savannah River at Fig ...

(CL 1424/94)

45/00

Page 236—Paragraph 102, line 14; read:
of 208 feet crosses the main channel of the Savannah River at Port ...

(CL 1423/94)

45/00

Page 277—Paragraph 212, lines 5 to 7; read:
jetties marked by private lights. In December 1999, the inlet had a reported depth of about 5 feet in the lower south part of the entrance; shoaling to much lesser depths was reported across the rest of the entrance. The bar channel shifts ...

(49/99 CG7)

45/00

COAST PILOT 4 (Continued)

Page 281—Paragraph 245, lines 1 to 2; read:

Towage.—Four tugs to 4,290 hp are ...

(CL 640/94)

45/00

Page 293—Paragraph 115, lines 4 to 7; read:

Key. In November 1999, the reported controlling depth was 3 1/2 feet to the highway bridges about 0.9 mile above the entrance. In 1983, it was reported that the channel was subject to frequent ...

(CL 969/00)

45/00

Page 293—Paragraph 119; read:

Sand Key Light (24°27.2'N., 81°52.5'W.), 109 feet above the water, is shown from a white, square, pyramidal, skeleton tower enclosing a stair cylinder and square dwelling. A radiobeacon is at the light.

(41/99 CG7; LL/2000)

45/00

Page 305—Paragraph 167, lines 5 to 7; read:

501.3 has a fixed span with a clearance of 65 feet. An overhead power cable just west of the bridge has an authorized clearance of 98 feet. In July 1999, it was reported that the overhead power cable has sagged to a clearance of 40 feet. Extreme caution is advised when passing under the bridge with ...

(28/99 CG7)

45/00

Page 309—Paragraph 261; strike out.

(CL 749/94)

45/00

Page 312—Paragraph 318, lines 3 to 4; read:

a clearance of 36 feet.

(CL 456/95)

45/00

COAST PILOT 4 32 Ed 1999 Change No. 17

Page 174—Paragraph 203, line 14; read:

a ship near Ocracoke Inlet ran into 35-foot seas in 60-knot winds.

In March 1993, the “Storm of the Century”, a slow moving late winter coastal storm, combined with spring tides and wrought tremendous destruction from Florida to New England. From hurricane-type storm surge and winds along the upper Gulf Coast of Florida to record snowfalls in the southern and central Appalachians and a first-time-ever interruption of air travel at every airport east of the Mississippi, the March 1993 extra tropical low pressure system will be a storm long remembered.

(CL 115/00)

45/00

Page 176—Paragraph 225, line 18; read:

hurricane mooring or anchorage, are available.

Of the 81 tropical cyclones that threatened Cape Hatteras (came within 50 nautical miles (93 km)) during the period 1842-1995, 67 occurred during the months of August, September, and October. As with the entire Atlantic basin, the main threat is in September. Due to the location of the Cape, its' extension out into the Atlantic from the mainland, the

predominate direction from which storms arrive is from the South or Southeast. Since 1950, 32 storms have come within 50 nm (93 km) of the Cape. Perhaps the two most memorable storms of recent times are hurricane Donna in 1960 and hurricane Gloria in 1985. Donna, in September 1960, came ashore near Morehead City with highest sustained winds of 95 knots and passed about 50 nm miles (93 km) west of Cape Hatteras while maintaining that intensity. Gloria passed directly over the Cape on September 27, 1985 with 90-knot winds. The maximum wind at Cape Point was 64 knots.

Of the 60 tropical cyclones that threatened Charleston during the period 1842-1995, 46 occurred during the months August, September, and October. By far the greatest threat is in September. The predominate direction from which the storm arrives is from the Southwest and usually has weakened greatly since making initial landfall along the Gulf Coast and crossing several hundred miles (>450 km) of land. Since 1950, 23 storms have come within 50 nm (93 km) of Charleston. Perhaps the two most memorable storms of recent times are hurricane David in 1979 and hurricane Hugo in 1989. David came ashore near Savannah Beach, Georgia and raked the Charleston area with gusts of 85 knots. Ten years later, Hugo came ashore at Sullivans Island, just north of Charleston, with peak winds of 120 knots. Downtown Charleston reported winds of 76 knots with gusts to 94 knots while the airport had sustained winds of 68 knots with gusts to 85 knots. The maximum one-minute wind at Bulls Bay, near the point of impact, was estimated in excess of 120 knots.

Of the 59 tropical cyclones that threatened Daytona Beach during the period 1842-1995, 47 occurred during the months August, September, and October. By a narrow margin, the greatest occurrence is in September. The predominate direction from which the storm arrives is from the South or Southwest. Since 1950, 22 storms have come within 50 nm of Daytona Beach. Hurricane Donna is likely the most memorable storm to effect the Daytona Beach area in recent memory. On September 11, 1960, Donna crossed the central Keys moving to the northwest and abruptly turned northward crossing the southwest Florida coast near Naples. From there, Donna continued north-northeastward, up the spine of the peninsula, moving back out over open water north of Daytona Beach. The maximum wind at landfall was estimated near 135 miles per hour (60 m/s) with gusts to 150 miles per hour (67 m/s) and winds were still 90 miles per hour (40 m/s) by the time the storm reached the Daytona Beach area.

Of the 58 tropical cyclones that threatened Miami during the period 1842-1995, 52 occurred during the months August, September, and October. At this latitude, along with the proximity of the Caribbean Sea and much warmer water, October is the most likely month of occurrence. The predominate direction from which the storm arrives is from the south or southeast. Since 1950, 24 storms have come within 50 nm of Miami. Hurricane Cleo in 1964 and Hurricane Andrew in 1992 are likely the most noteworthy storms to affect Miami in recent memory. Hurricane Cleo was a very small storm and did little damage. It passed near Miami on August 27, 1964. It is perhaps most noteworthy due to it's

COAST PILOT 4 (Continued)

punch. Maximum winds were 110 miles per hour (49 m/s) with gusts to 135 miles per hour (60 m/s). Hurricane Andrew passed just south of Miami on August 24, 1992. Andrew goes on record as being the storm having the third lowest air pressure at landfall of any storm in U.S. history. Andrew ravaged Homestead, Florida, in the early morning hours of August 24 with winds in excess of 150 knots on a path that took it across south Florida in four hours. Andrew ranks as the most costly natural disaster to date for the United States.
(CL 115/00) 45/00

COAST PILOT 4 32 Ed 1999 Change No. 18

Page 194—Paragraph 249, lines 2 to 4; read:
opposite Garbacon Shoal, is marked by lights and daybeacons. In June 1999, the privately dredged entrance channel had a reported controlling depth of 7 feet. In 1994, shoaling to 3 feet was reported ...
(CL 2075/99) 45/00

Page 197—Paragraph 299, line 4; read:
leads from the sound to a basin at sea level. In 1982, the controlling ...
(NOS 11545) 45/00

Page 214—Paragraph 31, lines 8 to 9; read:
from the main river channel. In 1997, the controlling depth was 10 feet in the side channel, with 15 feet in the turning ...
(CL 800/97; BPs 161734-37; NOS 11532) 45/00

Page 215—Paragraph 35, line 3; read:
south end of North Island is 3.8 feet; and at Georgetown, 3.7 feet.
(TT/99) 45/00

Page 216—Paragraph 65, line 6; read:
the river entrance is 3.6 feet and 1.2 feet at Conway. The head of ...
(TT/99) 45/00

Page 225—Paragraph 188, lines 4 to 5; read:
In 1996-June 1998, the controlling depths were 15 feet to the U.S. Route 17 fixed highway bridge, thence 12 feet to the turning ...
(NOS 11524; CL 1688/96; BPs 159924-29; BP 159920) 45/00

Page 233—Paragraph 97, lines 1 to 4; read:
Channels.-A Federal project provides for a 44-foot channel across the bar through Tybee Roads to the jetties, thence 42 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 to 42 feet for about 1 mile, thence 30 feet ...
(NOS 11512) 45/00

Page 236—Paragraph 103, line 5; read:
and 7.9 feet at Savannah.
(TT/99) 45/00

Page 241—Paragraph 26, line 10; read:
highway bridge 3 miles above the mouth has a clearance of 34 ...
(NOS 11512) 45/00

Page 247—Paragraph 152, lines 2 to 3; read:
Waterway, enters St. Simons Sound from northward. In July 1998, the channel in Back River had a midchannel controlling depth of 3 ...
(CL 1354/98) 45/00

Page 248—Paragraph 155, lines 3 to 4; read:
used safely by small craft on a rising tide. In July 1998, the midchannel controlling depth was 2 1/2 feet in Plantation Creek, ...
(CL 1354/98) 45/00

Page 251—Paragraph 221, line 17; read:
at St. Marys, and 4.8 feet at Crandall, 5 miles above the mouth.
(TT/99) 45/00

Page 255—Paragraph 64, lines 1 to 7; read:
Channels.-A Federal project provides for a channel 42 feet deep from the ocean to St. Johns Point, thence 38 feet deep to a point 2.1 miles north of Mathews highway bridge, thence 34 to 38 feet deep to Commodore Point via Terminal Channel. The main channel is maintained at or near project depths.
(NOS 11491) 45/00

COAST PILOT 4 32 Ed 1999 Change No. 19

Page 273—Paragraph 128, lines 8 to 11; read:
85 feet. In 1988, the reported controlling depth was 8 feet in the channel and the basin. Berths, gasoline, diesel fuel, ice, water and electricity ...
(CL 195/91) 45/00

Page 277—Paragraph 227, lines 6 to 9; read:
close westward of the north jetties. The numerous hotels and several tanks along the beach, ...
(LL/2000; NOS 11470; 40/99 CG7) 45/00

Page 288—Paragraph 25, lines 3 to 4; read:
Bay. The highway bridge over Bear Cut has a 48-foot fixed span with a clearance of 16 feet. A shoal, reported bare at mean high ...
(CL 1139/87) 45/00

Page 301—Paragraph 88, lines 3 to 5; read:
mile from the waterway. In 1995, the controlling depth was 9 feet in the channel, thence 5 feet reported in the basin. The channel is marked by a ...
(NOS 11541; BPs 155167-68) 45/00

COAST PILOT 4 (Continued)

Page 301—Paragraph 91, lines 5 to 8; read:
turning basin is about midlength of the channel. In March 1999, the midchannel controlling depths were 6 feet from the east entrance to the turning basin, thence 7 feet in the basin, thence 4 feet to the west entrance. The channel is marked by daybeacons. There ...

(BP 167897)

45/00

Page 302—Paragraph 99, lines 3 to 4; read:

Hammock Bay. In May 1999, the reported controlling depths were 6½ feet in the entrance channel and 9 feet in the turning basin. At **New River Inlet** the waterway passes around the ...

(CL 1313/99)

45/00

Page 302—Paragraph 107, line 7; read:
clearance of 78 feet.

(CL 1254/86)

45/00

Page 307—Paragraph 210, lines 5 to 6; read:
weather. In July 1998, the midchannel controlling depths were 3 feet in Black River and 2½ feet in Plantation Creek.

(CL 1354/98)

45/00

Page 307—Paragraph 212, lines 3 to 7; read:
Simons Sound. At **Mile 674.5**, a fixed highway bridge with a clearance of 65 feet crosses Mackay River to Lanier Island.

(CL 781/86)

45/00

Page 307—Paragraph 216, line 1; read:

At **Mile 684.4**, State Route 520 highway fixed bridge crossing ...

(NOS 11489)

45/00

Page 308—Paragraph 235, line 16; read:
clearance of 85 feet.

(CL 1516/95)

45/00

Page 325—Paragraph 593, lines 7 to 8; read:
daybeacons and in March 1999, had a reported controlling depth of 5 feet.

(NOS 540/99)

45/00

COAST PILOT 4 32 Ed 1999 Change No. 20

Page 32—Paragraph 702, line 2; read:
ship and ship-to-coast communications except as noticed.

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
1A	156.050	156.050	Port Operations and Commercial, VTS. (see footnote 2).
5A	156.250	156.250	Port Operations or VTS (see footnote 1).
6	156.300	156.300	Intership Safety.
7A	156.350	156.350	Commercial.
8	156.400	156.400	Commercial (Intership only).
9	156.450	156.450	Boater Calling. Commercial and Non-Commercial.
10	156.500	156.500	Commercial.
11	156.550	156.550	Commercial. VTS in selected areas.
12	156.600	156.600	Port Operations. VTS in selected areas.
13	156.650	156.650	Intership Navigation Safety (Bridge-to-bridge). (see footnote 4).
14	156.700	156.700	Port Operations. VTS in selected areas.
15	-----	156.750	Environmental (Receive only). Used by Class C EPIRBs.
16	156.800	156.800	International Distress, Safety and Calling. (See footnote 5).
17	156.850	156.850	State Control.
18A	156.900	156.900	Commercial.
19A	156.950	156.950	Commercial.
20	157.000	161.600	Port Operations (duplex).
20A	157.000	157.000	Port Operations.
21A	157.050	157.050	U.S. Coast Guard only.
22A	157.100	157.100	Coast Guard Liaison/Maritime Safety Information Broadcasts. (Channel 16).
23A	157.150	157.150	U.S. Coast Guard only.
24	157.200	161.800	Public Correspondence (Marine Operator).
25	157.250	161.850	Public Correspondence (Marine Operator).

COAST PILOT 4 (Continued)

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
26	157.300	161.900	Public Correspondence (Marine Operator).
27	157.350	161.950	Public Correspondence (Marine Operator).
28	157.400	162.000	Public Correspondence (Marine Operator).
63A	156.175	156.175	Port Operations and Commercial, VTS. (see footnote 2).
65A	156.275	156.275	Port Operations.
66A	156.325	156.325	Port Operations.
67	156.375	156.375	Commercial. (see footnote 3).
68	156.425	156.425	Non-Commercial.
69	156.475	156.475	Non-Commercial.
70	156.525	156.525	Digital Selective Calling (voice communications not allowed).
71	156.575	156.575	Non-Commercial.
72	156.625	156.625	Non-Commercial (Intership only).
73	156.675	156.675	Port Operations.
74	156.725	156.725	Port Operations.
77	156.875	156.875	Port Operations (Intership only).
78A	156.925	156.925	Non-Commercial.
79A	156.975	156.975	Commercial. Non-Commercial in Great Lakes only.
80A	157.025	157.025	Commercial. Non-Commercial in Great Lakes only.
81A	157.075	157.075	U.S. Government only-Environmental protection operations.
82A	157.125	157.125	U.S. Government only.
83A	157.175	157.175	U.S. Coast Guard only.
84	157.225	161.825	Public Correspondence (Marine Operator).
85	157.275	161.875	Public Correspondence (Marine Operator).
86	157.325	161.925	Public Correspondence (Marine Operator).
87	157.375	161.975	Public Correspondence (Marine Operator).
88	157.425	162.025	Public Correspondence only near Canadian border.
88A	157.425	157.425	Commercial, Intership only.

Footnotes to table:

1. Houston, New Orleans, and Seattle areas.
2. Available only in New Orleans/Lower Mississippi area.
3. Used for Bridge-to-Bridge communications in Lower Mississippi River. Intership only.
4. Ships >20m in length maintain a listening watch on this channel in US waters.
5. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.

(CL 1606/99)

45/00

Page 143—Paragraph 3438, line 5; read:

was taken with a powerhead in the stressed area. The provisions of this paragraph do not apply to the following species: dwarf sand perch, hogfish, and sand perch.

(CL 1925/99; FR 10/25/99)

45/00

Page 146—Paragraphs 3516 to 3520; read:

(d) *Gulf reef fish*—(1) *Snapper*. (i) Lane snapper—8 inches (20.3 cm), TL.

(ii) Vermilion snapper—10 inches (25.4 cm), TL.

(iii) Cubera, dog, gray, mahogany, and yellowtail snappers and schoolmaster—12 inches (30.5 cm), TL.

(iv) Red snapper—15 inches (38.1 cm), TL.

(v) Mutton snapper—16 inches (40.6 cm), TL.

(2) *Grouper*. (i) Scamp—16 inches (40.6 cm), TL.

(ii) Black, red, and yellowfin groupers and gag—20 inches, (50.8 cm), TL.

(3) *Other Gulf reef fish species*. (i) Gray triggerfish—12 inches (30.5 cm), TL.

(ii) Hogfish—12 inches (30.5 cm), fork length.

(iii) Banded rudderfish and lesser amberjack—14 inches (35.6 cm), fork length (minimum size); 22 inches (55.9 cm), fork length (maximum size).

(iv) Greater amberjack—28 inches (71.1 cm), fork length, for a fish taken by a person subject to the bag limit specified in §622.39(b)(1)(i); and 36 inches (91.4 cm), fork length, for a fish taken by a person not subject to the

COAST PILOT 4 (Continued)

bag limit.
(CL 1925/99; FR 10/25/99) 45/00

Page 147—Paragraph 3553, lines 3 to 5; read:
the EEZ. Unless specified otherwise, bag limits apply to a person on a daily basis, regardless of the number of trips in a day. Unless specified otherwise, possession limits apply to a person on a trip after the first 24 hours of that trip. The bag and possession ...
(CL 1925/99; FR 10/25/99) 45/00

Page 148—Paragraph 3561; read:
(ii) Groupers, combined, excluding jewfish and Nassau grouper—5 per person per day, but not to exceed 1 speckled hind and 1 Warsaw grouper per vessel per day.
(CL 1925/99; FR 10/25/99) 45/00

Page 148—Paragraphs 3564 to 3565; read:
(v) Gulf reef fish, combined excluding, those specified in paragraphs (b)(1)(i) through (b)(1)(iv) and paragraphs (b)(1)(vi) through (b)(1)(vii) of this section and excluding dwarf sand perch and sand perch—20.
(vi) Banded rudderfish and lesser amberjack, combined—5.
(vii) Hogfish—5.

(2) *Possession limits.* A person, or a vessel in the case of speckled hind or Warsaw grouper, on a trip that spans more than 24 hours may possess no more than two daily bag limits, provided such trip is on a vessel that is operating as a charter vessel or headboat, the vessel has two licensed operators aboard, and each passenger is issued and has in possession a receipt issued on behalf of the vessel that verifies the length of the trip.
(CL 1925/99; FR 10/25/99) 45/00

Page 217—Paragraph 80, lines 4 to 5; read:
Fathom Creek through **Clark Creek**. In July 2000, the reported depth in the entrance channel was 4½ feet; thence in 1997, the controlling depth was 7½ feet to Five Fathom Creek. The channel is ...
(27/00 CG7) 45/00

Page 233—Paragraph 81, lines 6 to 7; read:
advised. In February 2000, the reported controlling depth in Mackay Creek was 7 feet. State Route 46 highway bridge over Mackay ...
(CL 755/00) 45/00

Page 274—Paragraph 158, lines 7 to 8; read:
the south side. Private daybeacons mark the entrance. In 1983-February 2000, the reported controlling depth was 4 feet over the bar to the ...
(5/00 CG7) 45/00

Page 275—Paragraph 165; read:
In February 2000, shoaling was reported to an unknown extent through the entrance channel, especially in the N side of the channel. Mariners are advised to transit through the

extreme S side of the channel for best water. Local knowledge and extreme caution are advised.
(5/00 CG7) 45/00

Page 281—Paragraph 245, lines 1 to 2; read:
Towage.—Three conventional tugs to 4,200 hp, two tractor tugs to 5,200, and one Ship Docking Module of 4,000 hp are ...
(CL 1769/99) 45/00

Page 319—Paragraph 460, line 6; read:
Mile 1014.2. In 1975-February 2000, the reported controlling depth ...
(CL 797/00) 45/00

Page 332—Paragraph 176; read:
Lake Worth Inlet Station (26°47'19"N., 80°03'04"W.). About one mile north of the entrance channel on the west side of the Intracoastal Waterway.
(CL 397/00) 45/00

**COAST PILOT 5 28 Ed 2000 Change No. 3
LAST NM 41/00**

Page 182—Paragraph 13; read:
Sand Key Light (24°27.2'N., 81°52.5'W.), 109 feet above the water, is shown from a white, square, pyramidal, skeleton tower enclosing a stair cylinder and square dwelling. A radiobeacon is at the light.
(41/99 CG7; LL/2000) 45/00

Page 194—Paragraph 245, lines 3 to 4; read:
a small-craft basin. In 1993, the reported controlling depths were 5½ feet in the channel and 6 feet in the basin. Several oyster ...
(CL 1042/94) 45/00

Page 195—Paragraph 254, line 3; read:
reported depth of 2 feet in 1992. A housing development borders ...
(CL 1042/94) 45/00

Page 195—Paragraph 256, line 9; read:
81°54'27"W. Berths with electricity, ...
(CL 1042/94) 45/00

Page 196—Paragraph 265, lines 5 to 6; read:
berths and can be reached by telephone (day, 813-334-8371). VHF-FM channel 16 is monitored.
(CL 1042/94) 45/00

Page 199—Paragraph 327, lines 4 to 7; read:
Lido Key, and is marked by lights and daybeacons. A light marks the channel approach. In July 1999, the channel through the pass had a reported depth of less than 5 feet. The approach channel over the bar and the channel ...
(30/99 CG7; LL/2000) 45/00

COAST PILOT 5 (Continued)

Page 215—Paragraph 220; read:

Unmarked channels lead to basins at the E end of Gandy Highway Bridge at **Rattlesnake**. In 1999, the channel on the N side of the bridge had a reported controlling depth of 6 feet to the basin.

(CL 1730/94; NOS 11416) 45/00

Page 218—Paragraph 269, line 11; read:

the channel is marked by a light, and the channel is ...
(31/99 CG7; LL/2000) 45/00

Page 218—Paragraph 277, lines 5 to 13; read:

of Clearwater Memorial Causeway. In May 2000, the controlling depths were 9 feet to the fixed highway bridge, thence 6 1/2 feet to the Intracoastal Waterway, except for lesser depths along the N edge where the channel widens to meet the Intracoastal Waterway. Due to severe shoaling in the side channel, an alternate channel is marked E of the federal channel to Light 8 with greater depths available with local knowledge, thence 6 1/2 feet to the basin with 8 1/2 feet in the basin. The channels are well marked by lights and ...
(CL 964/00; BPs 171496-502) 45/00

Page 231—Paragraph 144, line 1; read:

Charts 11390, 11391, 11392.-St. Andrew Bay, a narrow irregularly ...
(CL 1650/98; NOS 11392) 45/00

Page 270—Paragraph 66, line 3; read:

U.S. vessels over 100 tons under register in foreign trade. Pilotage ...
(CL 279/98) 45/00

Page 331—Paragraph 320; read:

At the entrance to Clear Creek, an overhead power cable crosses the creek with a clearance of 99 feet. About 0.3 mile inside the entrance, a fixed bridge has a clearance of 73 feet. Overhead power cables at the bridge have a clearance of 100 feet. An overhead power cable 5.3 miles above the entrance has a clearance of 51 feet. A fixed bridge 5.6 miles above the entrance has a clearance of 25 feet. In May 2000, the fixed bridge was under reconstruction with a design clearance of 23 feet.

(CL 1541/94; CL 1077/00; NOS 11326) 45/00

Page 348—Paragraph 153; strike out.

(CL 1697/94) 45/00

COAST PILOT 6 30 Ed 2000 Change No. 16
LAST NM 42/00

Page 120—Paragraph 111, lines 1 to 5; read:

In June 1999, the controlling depths were 18 feet in the upper entrance channel, thence 18 feet in the city-front channel to the Port Authority Marine Terminal, except for lesser depths along the edges, thence 24 feet in the lower entrance channel, and thence general depths of 18 to 20 feet in the turning basin ...

(BPs 170566-67; CL 265/00) 45/00

Page 132—Paragraph 126, lines 3 to 4; read:

pier extends laterally E to enclose the bay. In September-October 1999, the controlling depth was 6 1/2 feet. The outer ends of the piers are ...

(BP 170343; CL 181/2000) 45/00

Page 133—Paragraph 152; read:

In June 1999, the controlling depths in the dredged channel were 2 1/2 feet at midchannel to just inside the E breakwater, thence 6 feet to the head of the project. A launching ramp access channel is just inside the bay on the W side of the main channel and has a depth of 3 feet at midchannel.

Bridges.-The Irondequoit Bay Outlet bridge, with a pivotal span and a clearance of 8 feet, crosses the entrance channel just inside two breakwaters. The bridge remains in the closed position from December 1 to April 1, and remains in the open position from April 1 to December 1. State Route 104 highway bridge, with a fixed span and a clearance of 44 feet, crosses the bay 6.5 miles S of the Irondequoit Bay Outlet bridge.

(BP 170565; CL 264/00; CL 1840/99) 45/00

Page 137—Paragraph 185, lines 8 to 12; read:

jetties. In September 1999, the controlling depths were 2 1/2 feet (4 1/2 feet at midchannel) in the E approach and 4 feet in the W approach, thence 5 feet between the jetties with 5 to 8 feet in the harbor basin.

(BP 170621; CL 341/00) 45/00

Page 137—Paragraph 200, lines 5 to 6; read:

through Tuscarora Bay. In June 1999, the controlling depths were 6 1/2 feet in the entrance channel between the piers, and thence 4 ...

(BP 170622; CL 342/00) 45/00

Page 167—Paragraph 330, lines 1 to 5; read:

In April 1999, the controlling depths were 22 feet at midchannel, in the entrance channel and outer basin channel to the piers, thence 15 feet (19 feet at midchannel) to the turning basin with 13 to 20 feet in the basin, except for lesser depths along the W edge, thence 3 feet (8 feet at midchannel) to the upstream limit of the project. The ...

(BPs 170738-39; CL 431/00) 45/00

Page 177—Paragraph 457; read:

In July 1999, the controlling depths were 25 feet (26 feet at midchannel) from deep water in the lake to the Lorain Yacht Basin, thence 21 feet (25 feet at midchannel) to just below the upstream Federal project limit. The turning basin on the SW side of the channel, 1.6 miles above the mouth, had depths of 20 feet except for a 17-foot spot near the N edge. The two turning basins at the head of the project, one on the N side of the channel and the other at the head of the project, had depths of 12 to 15 feet and 8 to 14 feet, respectively. The depths in both the E and W basins of the outer harbor were 20 to 24 feet with lesser depths along the edges.

(BPs 171028-29; CL 582/00) 45/00

COAST PILOT 6 (Continued)

Page 182—Paragraph 562, lines 5 to 7; read:
the jetties to the head of the harbor. In September 1999, the controlling depths were 5½ feet (6 feet at midchannel) to the junction with the inner channel, thence 6 feet (6½ feet at midchannel) to the upstream limit of the Federal ...
(BPs 170321-23; CL 149/2000) 45/00

Page 182—Paragraph 562, lines 15 to 17; read:
In September 1999, the controlling depths were 6 feet (6½ feet at midchannel) from the bridge SW through West Bay to the junction with the SE entrance channel, with shoaling to 2 feet in the left half of the channel just above the bridge. Boats drawing up to 3 feet can be accommodated at docks in ...
(BPs 170321-23; CL 149/2000) 45/00

Page 182—Paragraph 567, lines 5 to 9; read:
the piers. In May 1998, the controlling depth in the dredged channel was 6½ feet (8½ feet at midchannel) from Lake Erie to Monroe Street highway bridge except for shoaling to 2 feet along the NW side of the channel just before the entrance to Port Clinton Yacht Club and shoaling to bare along the S side of the channel between Jefferson Street and Madison Street in the vicinity of Pier 1. The channel lake-ward of ...
(BP 167986; CL 608/99) 45/00

Page 189—Paragraph 653, lines 8 to 9; read:
October 1999, the controlling depth was 6 feet, except for much lesser depths in the left outside quarter of the entrance channel to the mouth of the creek, thence 3½ feet (4 feet at midchannel) ...
(DDs 650-654) 45/00

Page 198—Paragraph 120 to Paragraph 121, line 4; read:
In March-April 1999, the controlling depths were 20 feet (24 feet at midchannel) in Short Cut Canal to the junction with Old Channel, thence 14 feet (20 feet at midchannel) to the I-75 bridge, thence 12 feet (18 feet at midchannel) to the turning basin at the head of the project. Depths of 16 to 21 feet were available in the basin with slightly lesser depths along the S edge.
In April 1999, the controlling depths in Old Channel were 12 feet (18 feet at midchannel) from the entrance at Detroit River to the railroad swing bridge about 0.8 mile above the entrance, thence 10 feet (17 feet at midchannel) to the junction with Short Cut Canal. The N side of the ...
(DDs 134-140) 45/00

Page 318—Paragraph 971, lines 1 to 12; read:
In July 1998, the controlling depths were 16 feet (20 feet at midchannel) to Light 25 (except for severe shoaling about 100 feet into the NW half of the channel at Long Tail Point); thence in July 1997, 17 feet (21 feet at midchannel) to the mouth of Fox River; thence in July 1998, 19 feet (22 feet at midchannel) to the East River turning basin, thence depths of 13 to 18 feet in the basin, thence 19 feet (21 feet at midchannel) to the turning basin just above the Fox River Valley

Railroad swing bridge except for a 17-foot spot under the E draw of the swing bridge, thence depths of 14 to 20 feet in the basin, thence 5 feet to the De Pere turning basin, with depths of 8 to 13 feet in the NE half, and shoaling to less than ...
(BPs 167202-21) 45/00

COAST PILOT 6 30 Ed 2000 Change No. 17

Page 206—Paragraph 28, lines 7 to 15; read:
mouth. In November 1999, the midchannel controlling depths were 5½ feet in the entrance channel and between the breakwaters to Clinton Harbor Inner Light with 2½ to 5 feet in the harbor basin, thence 4½ feet (5½ feet at midchannel) to the Bridgeview Avenue bridge, thence 1 foot (3 feet at midchannel) to the head of the project just below the Cass Avenue bridge at ...
(DDs 812-821) 45/00

Page 223—Paragraph 115, line 4; read:
below the CSX railroad bridge. In April 1998-June 1999, the midchannel ...
(BP 166063; BPs 169665-67; DD 268; DD 269) 45/00

Page 251—Paragraph 175; read:
In September 1999, the controlling depths were 15 feet (22 feet at midchannel) in the entrance through the outer basin and between the piers to the inner basin, thence 16 feet in the inner basin except for lesser depths to 12 feet in the NW corner and 13 feet in the NE corner, thence 9 feet in the anchorage area. The areas N and S of the entrance channel in the outer basin have depths of 20 feet with shoaling to 12 feet along the E edge, and 18 feet with shoaling to 15 feet along the W edge, respectively.
(DDs 433-434) 45/00

Page 274—Paragraph 472, lines 1 to 3; read:
In November-December 1998, the controlling depths were 29 feet in the approach channel, thence 25 feet in the outer harbor, thence 19 feet (25 feet at midchannel) at the mouth of the river, thence 23 feet (27 feet at midchannel) in ...
(BPs 168309-14) 45/00

Page 274—Paragraph 477, lines 1 to 5; read:
In November-December 1998, the controlling depths were 21 feet at midchannel to Turning Basin No. 3, thence 14 feet (25 feet at midchannel) to Turning Basin No. 5. The controlling depths in the turning basins were: 25 feet in Turning Basin No. 1; 23 feet in Turning Basin No. 3, with lesser depths along the edges; and 23 feet in Turning ...
(BPs 173090-96; CL 195/00) 45/00

Page 275—Paragraph 482; read:
In November-December 1998, the dredged channel, which leads NW from Turning Basin No. 5 in Calumet River to Lake Calumet, had controlling depths of 19 feet (26 feet at midchannel) to Slip No. 1, thence 12 feet (22 feet at midchannel) with lesser depths along the N and W edges at the

COAST PILOT 6 (Continued)

upstream limit.
(BP 170396; CL 195/00) 45/00

Page 299—Paragraph 705, line 1; read:

In April-May 1999, the controlling depth was 24 feet (27 feet at ...
(DDs 270-271) 45/00

Page 299—Paragraph 706, lines 1 to 6; read:

In April-May 1999, the controlling depths in the Milwaukee River were 24 feet (26 feet at midchannel) between the piers to the junction with Kinnickinnic River, thence 20 feet (23 feet at midchannel) to a point just below the Chicago and North Western Railway bridge, thence 21 feet in both the W and E draws of the bridge, thence 17 feet (19 feet at midchannel) to the junction with Menomonee River, thence 11 feet (12 feet at midchannel) to ...
(DD 275; DD 278) 45/00

Page 299—Paragraph 707 to Paragraph 709, line 4; read:

In April 1999, the controlling depths in the Menomonee River were 15 feet (18 feet at midchannel) to the North Sixteenth Street bridge, thence 12 feet to about 200 feet below the head of the project. Lesser depths to 3 feet are at the head of the project near the North Twenty-fifth Street bridge.

In April 1999, the controlling depths in South Menomonee Canal were 17 feet (19 feet at midchannel), thence 18 feet in Burnham Canal.

In April-May 1999, the controlling depths in the Kinnickinnic River were 18 feet (21 feet at midchannel) to the Chicago and North Western Railway bridge, thence 16 feet (17 feet at midchannel) to the South ...
(DDs 275-281) 45/00

Page 313—Paragraph 876, lines 1 to 3; read:

In May-July 1999, the controlling depths were 12 feet (16 feet at midchannel) to the Michigan Street (State Routes 42/57) bridge with 18 to 20 feet in the turning basin; thence in 1997-May 1999, 14 feet (20 feet at midchannel) through ...
(DDs 421-430) 45/00

Page 353—Paragraph 251, lines 5 to 7; read:

light on the S side. In August 1998, the controlling depth was 9 feet in the S basin, except for shoaling to 6½ feet on the W side of the N section. The N basin has depths of 6½ to 10 feet.
(DD 846) 45/00

Page 365—Paragraph 422, lines 6 to 9; read:

lights. In October 1999, the controlling depths were 16 feet in the main harbor basin, except for depths of 14 feet along the N edge, thence 5 to 8 feet in the small-craft basin with lesser depths along the S edge.
(DD 822) 45/00

COAST PILOT 6 30 Ed 2000 Change No. 18

Page 56—Paragraph 922, line 3 to Paragraph 926, line 1;

read:

Rescue System (AMVER).

(6) Each barge.

(7) Each public vessel.

(8) United States or Canadian flag vessels, except tank ...
(CL 1112/00; FR 6/29/00) 45/00

Page 80—Paragraph 1820, lines 2 to 3; read:

longitude 81°42'24.5"W., which is the southern side of the Norfolk and Southern railroad bridge, southeasterly along the shore for six hundred ...
(CL 1112/00; FR 6/29/00) 45/00

Page 80—Paragraph 1823, line 2; read:

corner of Tiffany's pier at Sycamore Slip on the Old River, to fifty (50) ...
(CL 1112/00; FR 6/29/00) 45/00

Page 80—Paragraph 1830, line 3; read:

chain link fence between The Club Aqua and Shippers C&D.
(CL 1112/00; FR 6/29/00) 45/00

Page 166—Paragraph 289; read:

In June-July 1999, the midchannel controlling depth in the W channel of the outer harbor was 21 feet to the mouth of the river entrance, thence 20 feet to the mouth of Pinney Minnesota Slip, thence 11 feet (17 feet at midchannel) in the river to a point about 2,000 feet above the mouth, thence 4 feet (7½ feet at midchannel) to Ashtabula Yacht Club, thence 3½ feet in the right half of the channel with shoaling to ½ foot in the left half to the turning basin, thence 2½ feet to the head of the project. In 1996, the turning basin had depths of 1½ to 3 feet.

In June-July 1999, the controlling depth in the E channel of the outer harbor was 20 feet (24 feet at midchannel) to the easternmost deep slip, thence about 18 feet in the E part of the harbor except for lesser depths along the E edge. The controlling depth in the triangular turning basin in the outer harbor N of the detached breakwater was 17 feet except for shoaling to 12 feet along the S and E edges.

(BPs 170334-35; CL 170/2000) 45/00

Page 236—Paragraph 338, lines 1 to 4; read:

Channels.-In November 1998, the controlling depths in the Inland Route were 3 feet in Indian River between Mullet Lake and Burt Lake (greater depths may be available with local knowledge), thence 2½ feet in Crooked River from ...
(BPs 167226-37; BPs 167238-53) 45/00

Page 256—Paragraph 267; read:

The North Channel of the **Muskegon River** flows into the NE end of Muskegon Lake. The channel, at a river stage of about 2 feet above extreme low water, has depths of 2½ to 9 feet for 33 miles above the mouth to the former dam at **Newaygo, Mich.** Two fixed bridges, with a reported least clearance of 8 feet, cross the river about 0.3 mile and 0.4

COAST PILOT 6 (Continued)

mile above the mouth.
(CL 777/00)

45/00

Page 348—Paragraph 161; read:

In August 1999, the controlling depths were 15 feet (23 feet at midchannel) in the entrance and through the harbor of refuge; depths of 19 to 21 feet were alongside the mooring pier on the W side of the harbor, thence 20 feet (24 feet at midchannel) in the river channel above the harbor of refuge to Portage Lake.

(DDs 752-760)

45/00

Page 349—Paragraph 173, lines 4 to 5; read:

Portage Lake. In June-September 1999, the controlling depths were 16 feet (23 feet at midchannel) in the entrance and through the dredged canal to Portage Lake. Mooring to ...

(DDs 739-751)

45/00

COAST PILOT 6 30 Ed 2000 Change No. 19

Page 260—Paragraph 317, line 2 to Paragraph 318, line 3;

read:

86°13.0'W.), 27 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the breakwater.

Channels.—The dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters and through an outer basin and revetted channel to Lake Macatawa. The outer and inner ...

(LL/2000; NOS/2000)

45/00

**COAST PILOT 9 19 Ed 1998 Change No. 8
LAST NM 33/00**

Page 15—Paragraph 389, lines 5 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5)

45/00

Page 33—read:

Table 1:

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
1A	156.050	156.050	Port Operations and Commercial, VTS. (see footnote 2).
5A	156.250	156.250	Port Operations or VTS (see footnote 1).
6	156.300	156.300	Intership Safety.
7A	156.350	156.350	Commercial.
8	156.400	156.400	Commercial (Intership only).
9	156.450	156.450	Boater Calling. Commercial and Non-Commercial.
10	156.500	156.500	Commercial.
11	156.550	156.550	Commercial. VTS in selected areas.
12	156.600	156.600	Port Operations. VTS in selected areas.
13	156.650	156.650	Intership Navigation Safety (Bridge-to-bridge). (see footnote 4).
14	156.700	156.700	Port Operations. VTS in selected areas.
15	-----	156.750	Environmental (Receive only). Used by Class C EPIRBs.
16	156.800	156.800	International Distress, Safety and Calling. (See footnote 5).
17	156.850	156.850	State Control.
18A	156.900	156.900	Commercial.
19A	156.950	156.950	Commercial.
20	157.000	161.600	Port Operations (duplex).
20A	157.000	157.000	Port Operations.
21A	157.050	157.050	U.S. Coast Guard only.
22A	157.100	157.100	Coast Guard Liaison/Maritime Safety Information Broadcasts. (Channel 16).
23A	157.150	157.150	U.S. Coast Guard only.

COAST PILOT 9 (Continued)

Table 1:

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
24	157.200	161.800	Public Correspondence (Marine Operator).
25	157.250	161.850	Public Correspondence (Marine Operator).
26	157.300	161.900	Public Correspondence (Marine Operator).
27	157.350	161.950	Public Correspondence (Marine Operator).
28	157.400	162.000	Public Correspondence (Marine Operator).
63A	156.175	156.175	Port Operations and Commercial, VTS. (see footnote 2).
65A	156.275	156.275	Port Operations.
66A	156.325	156.325	Port Operations.
67	156.375	156.375	Commercial. (see footnote 3).
68	156.425	156.425	Non-Commercial.
69	156.475	156.475	Non-Commercial.
70	156.525	156.525	Digital Selective Calling (voice communications not allowed).
71	156.575	156.575	Non-Commercial.
72	156.625	156.625	Non-Commercial (Intership only).
73	156.675	156.675	Port Operations.
74	156.725	156.725	Port Operations.
77	156.875	156.875	Port Operations (Intership only).
78A	156.925	156.925	Non-Commercial.
79A	156.975	156.975	Commercial. Non-Commercial in Great Lakes only.
80A	157.025	157.025	Commercial. Non-Commercial in Great Lakes only.
81A	157.075	157.075	U.S. Government only-Environmental protection operations.
82A	157.125	157.125	U.S. Government only.
83A	157.175	157.175	U.S. Coast Guard only.
84	157.225	161.825	Public Correspondence (Marine Operator).
85	157.275	161.875	Public Correspondence (Marine Operator).
86	157.325	161.925	Public Correspondence (Marine Operator).
87	157.375	161.975	Public Correspondence (Marine Operator).
88	157.425	162.025	Public Correspondence only near Canadian border.
88A	157.425	157.425	Commercial, Intership only.

Footnotes to table:

1. Houston, New Orleans, and Seattle areas.
2. Available only in New Orleans/Lower Mississippi area.
3. Used for Bridge-to-Bridge communications in Lower Mississippi River. Intership only.
4. Ships >20m in length maintain a listening watch on this channel in US waters.
5. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.

(CL 1606/99)

45/00

Page 59—Paragraph 796, line 1; read:

(2) *General publications.* A currently corrected edition ...
(FR 6/29/99; CL 1254/99)

45/00

Page 83—Paragraph 51, line 18; read:

entire entrance to Yakutat Bay and may continue N to Disen-

COAST PILOT 9 (Continued)

chantment Bay; at such times entrance is dangerous.
(CL 1509/99) 45/00

Page 83—Paragraph 57, lines 3 to 4; read:
Yakutat Roads anchorage. Depths in Monti Bay are 11 to 40
fathoms. The ...
(NOS 16761) 45/00

Page 83—Paragraph 57, line 7; read:
to Monti Bay. In 1999, it was reported that the shoreline
around Monti Bay was spreading seaward with differences in
excess of 10 meters from the charted shoreline. Caution is
advised near the shoreline throughout Monti Bay and Khan-
taak Island.
(CL 1509/99) 45/00

Page 83—Paragraph 59, lines 2 to 5; read:
Yakutat mainland, is a bare shoal about 300 yards in diame-
ter at low water. A rock, 4 feet high, is near the S side of the
shoal. Two rocks, awash at lowest tide, are about 0.2 mile N
of the shoal. A light marks the ...
(H-9686) 45/00

Page 85—Paragraph 91, lines 11 to 12; read:
2.5 miles NE of Haenke Island and located on the N end of
the pass between Hubbard Glacier and the mainland. In
1999, it was reported that most of **Osier Island** was under-
neath the glacier with only a small portion of the SE section
of the island visible above water. Hubbard Glacier ...
(CL 1509/99) 45/00

Page 85—Paragraph 94, lines 1 to 2; read:
Tide rips and very strong currents exist at the entrance to
Russell Fiord. Tidal currents have been observed to lag up to
two hours after slack. Errors in ...
(CL 1509/99) 45/00

Page 96—Paragraph 350, lines 4 to 5; read:
islets, and foul ground extends about 1.3 miles WSW from
the W entrance point to Parshas Bay. In 1998, an uncharted
rock was reported in the SW entrance to the bay in about
60°43.9'N., 146°09.2'W.
(CL 1295/98) 45/00

COAST PILOT 9 19 Ed 1998 Change No. 9

Page 81—Paragraph 26, lines 3 to 6; read:
high. In June 1998, it was reported that a shoal extended
across the entrance to the cove. As a result, Dixon Harbor
does not offer a secure anchorage in S or W weather.
(CL 803/98) 45/00

Page 103—Paragraph 418, line 1; read:
Tides.—The diurnal range of tide at Valdez is 12.1 feet.
(TT/99) 45/00

Page 107—Paragraph 490, line 6; read:
Wells via Esther Passage. In 1993, the passage N of Bald

Head Chris Island was 71 fathoms deep, 0.4 mile N of the
island. There is shoaling to 2.25 fathoms about ...
(CL 1423/93; H-10517) 45/00

Page 115—Paragraph 610, lines 3 to 4; read:
Passage. It is surrounded by deep water. A submerged rock,
reported in 1990, is 0.3 mile S of Entrance Island. Foul
ground extends 0.4 mile NE of Entrance Island.
(CL 1833/99) 45/00

Page 116—Paragraph 623, line 1; read:
Rocky, broken areas extend 1 mile E, NE and N from Seal
and Smith ...
(CL 808/99) 45/00

Page 118—Paragraph 664, line 6; read:
the bottom is very irregular, although the least depth found is
2 ...
(CL 1833/99; BP 169728) 45/00

Page 118—Paragraph 665, lines 4 to 7; read:
low water.
(CL 1833/99; BP 169728) 45/00

Page 121—Paragraph 753, line 3; read:
the island. In October 1999, there was a 5 fathom shoal about
0.47 mile S of Aguliak Island in about 60°21.2'N.,
147°53.3'W., and about 0.93 mile SW of Aguliak Island,
there was a 4 fathom shoal in about 60°20.9'N., 147°53.9'W.
(CL 1832/99) 45/00

Page 123—Paragraph 790, line 4; read:
is valuable in identifying the cape. In December 1998, a rock
awash was reported about 0.4 mile south of Cape Junken in
about 59°54.7'N., 148°38.15'W.
(CL 1995/98) 45/00

Page 124—Paragraph 809, line 8; read:
williwaws. In March 1998, a subsurface mooring was
deployed, extending within 50 feet of the surface. The moor-
ing is in about 59°51'06.5"N., 149°29'54.0"W., and it will
foul fishing gear. It is recommended that fishing vessels stay
0.25 mile away from the mooring's position.
(5/99 CG17) 45/00

Page 124—Paragraph 832; read:
Tides.—The diurnal range of the tide is 10.6 feet at Seward.
(TT/99) 45/00

Page 128—Paragraph 868, line 6; read:
pinnacle is **Hub Rock** which covers at high water.
(NOS 16682) 45/00

COAST PILOT 9 19 Ed 1998 Change No. 10

Page 128—Paragraph 871, line 4; read:
part of the bay is usually filled with floating ice. Inside the

COAST PILOT 9 (Continued)

50-fathom curve, at the head of Harris Bay, there is a rock submerged 7 fathoms in about 59°43'37.5"N., 149°51'59.7"W.

(CL 1345/00)

45/00

7 miles SW of Etolin Point at about 58°33.7'N., 158°24.3'W.
(CL 371/99; LL/99) 45/00

Page 138—Paragraph 1085, line 5; read:

Island and the N shore, passing about 100 yards S of the day-beacon ...

(LL/99)

45/00

Page 138—Paragraph 1086, line 3; read:

light. The rock is marked on its W side by a daybeacon. There is deep ...

(LL/99)

45/00

Page 151—Paragraph 1275, line 2; read:

extends N from the NE point of Kalgin Island to West Foreland. The outer ...

(CL 1790/99; CL 1794/99)

45/00

Page 180—Paragraph 425, lines 6 to 7; read:

protects the channel from shoaling. In July 1998, the controlling depth was 7½ feet in the entrance channel and basin except for ...

(BP 166076)

45/00

Page 288—Paragraph 1132, line 3 to Paragraph 1133; read:

in a SE direction. In 1999, it was reported that most of the ship pier was in disrepair and that it was only usable by vessels drawing less than 15 feet. Also, only the shoreward 75 feet of pier is usable to smaller vessels.

(CL 913/99)

45/00

Page 290—Paragraph 1187; read:

An abandoned U.S. Coast Guard loran tower is located on the shore of Pyramid Cove.

(CL 1568/93)

45/00

Page 302—Paragraph 131, lines 3 to 4; read:

was reported about 6.7 miles WNW of Coffee Point in about 58°15'19"N., 157°37'48"W.

(CL 371/99; LL/99)

45/00

Page 302—Paragraph 134, lines 2 to 3; read:

and en route to Egegik can meet the pilot boat 9 miles WNW of Coffee Point in about 58°15.5'N., 157°42.1'W.

(CL 371/99; LL/99)

45/00

Page 303—Paragraph 167; read:

The E channel from Libbyville to Koggiuing has depths that vary from 3 to 23 feet at low water. Local knowledge is necessary to avoid grounding on a falling tide.

(CL 371/99; LL/99)

45/00

Page 304—Paragraph 192, lines 2 to 4; read:

and en route to Nashagak Bay can meet the pilot boat about